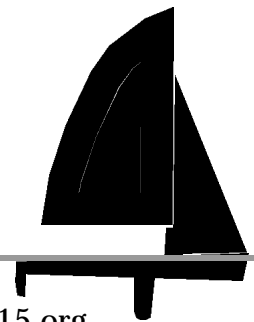


# BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association [www.v15.org](http://www.v15.org)

## Learning from the Vanguard 15 Nationals

by Luther Carpenter

Houston Yacht Club hosted the 2001 Vanguard 15 Nationals this October, and delivered an excellent event in every way



possible. The conditions were warm with perfect wind conditions of 8-13 knots. The Race Committee work was flawless, running 12 races in three days, mostly utilizing the triangle-windward course. Kevin Funsch and Watt Duffy claimed their 2nd major V15 title by finishing the series with a set of strong and consistent races.

Fifty-five boats competed at the Nationals, and showed that the V15 class is immune to the decline of one-design racing in our country. What really felt right about the regatta, was that the background, age, and skill level of all of the competitors was quite diverse, and created a very relaxed, cohesive group, that showed amazing politeness and camaraderie on and off the water. To keep this spirit alive and the class growing, I've collected interviews with the top five finishing teams for some insight on what they do to gain success on the race course.

### 1. What are the top three things that you attribute your success at the Nationals?

*Kevin Funsch:* "Conservative tactics, time on the water and understanding how to tune the rig. It's no secret that Watt and

I would have liked to have seen more breeze at the regatta and being 30 to 50 pounds heavier than some of the top teams in light and lumpy conditions made it a long weekend. However, we felt that we had pretty good speed and in a long regatta with good competition that we needed to be very conservative. After we pulled an eleventh in the first race everyone sailed by and told me not to worry about it since I could use it as my throw out. Nobody believed me when I told them that it was a keeper, but as it turned out, everyone had to eat an eleventh or higher. Our upwind tactics were basically to find a lane, sail on a lift and stick with the fleet. If 80 percent of the fleet was going to the left and we were 100 percent positive the right was favored, we still went with the fleet and just protected the right. Sure, the 20 percent that went right passed us sometimes, but not in the long run.

Although Watt and I haven't been able to sail the V15 much this year, we have spent a lot of time racing dinghies and our communication and teamwork were a huge asset. Each person's job is understood and the boat handling is automatic.

The V15 isn't a complicated boat when it comes to tuning which makes it very appealing to many people. However, I think it's really important to pay attention to the details. Most people I spoke to used their general "light air" setting, pulled up the jib on shore and that's where everything stayed all day. We made all of our adjustments out on the water after

looking at the sails. Being one of the heavier teams in light and lumpy conditions, we wanted to have as much power as possible so we raked the mast a bit further forward than normal and eased the jib halyard slightly for a fuller jib. This made it important to pay attention to the jib sheet trim to make sure we didn't close off the slot. We were constantly shifting gears as the conditions changed and it made a big difference. None of this is big news, however it's easy to forget to do the basics and just lock in and go."

*Bruce Mahoney:* "Number one was boat speed with the ability to change gears for the chop and puffs and lulls. I felt it was key to use the mainsheet to adjust the amount of head-

*continued on page 6*

## Index to this issue

Letter from the President .....	2
Fleet Contacts .....	2
Grand-Prix Results .....	3
Nationals Results .....	5

# From The President

Happy New Year all V15 sailors!

Before we start our 2002 season of racing, this is a good opportunity to reflect on the past year. I think we've had many successes this year. Perhaps most notable was Jon Goddard and the Houston YC's incredible show at the 2001 Nationals. Their efforts are an example of the great things our class is capable of when people step forward and volunteer their time. We also launched our class Web site ([www.v15.org](http://www.v15.org)) this year, and it has been a major step in improving our communication. Some new class rules have been installed in an attempt to make crews more equal to skippers.

As can be expected, there are some areas that need improvement as we move forward into a new year. The grand-prix circuit can stand a house cleaning. Although major regattas are held in every part of the country, New Englanders still seem to dominate the grand prix circuit. Until we make the process is fair all sailors across the country, the circuit can't really be taken seriously as a national representation of V15 sailors. Membership numbers are inconsistent and down from 2000. We need to develop a better method of encouraging, collecting, and enforcing membership. The number of quality regattas outside the grand-prix circuit is not increasing. These issues will be top priorities in 2002.

So, how are we going to move forward in 2002 using what we have learned in 2001? In my opinion, the most important thing we can learn is that our class needs more people to take on responsibility. We need more people like Nick Adamson, Tim Fallon, Bill Wiggins, Jon Goddard, Tom Kent, Mel Levy, Scott Sellars, Sue O'Neil, Ted Farrar, and Polly Gibbons-Neff to step forward. There is nothing worse than a great idea falling through the cracks because no one acts on it. In short, we need volunteers!

Lastly, I would like to thank the technical committee. By the time you read this we should have already elected a new technical committee. Thank you Blaire, Mark, Ed, Dave, Tom, and especially Ted for all you hard work.

2002 Nationals are in California in August 23-25. Mark your calendars! See the Web site for the entire 2002 calendar  
See you on the water!—*Charlie Siegal*

## V15 CLASS OFFICERS

**Charlie Siegal, President**

[csiegal@mathworks.com](mailto:csiegal@mathworks.com), tel. 617-629-7919

**Karen Renzuli, Vice President**

[Kerdart@aol.com](mailto:Kerdart@aol.com)

**Gaelen Phyfe, Newsletter Editor**

[gaelen\\_phyfe@post.harvard.edu](mailto:gaelen_phyfe@post.harvard.edu), tel. 617-720-8602

## TECHNICAL BOARD

**Ed Furry** [gosail22@hotmail.com](mailto:gosail22@hotmail.com)

**Mark Powell** [powell@aoml.noaa.gov](mailto:powell@aoml.noaa.gov)

**Ted Ferrarone** [ted\\_ferrarone@gmaccm.com](mailto:ted_ferrarone@gmaccm.com)

**Blaire Largay-Farrar** [blairelf@ix.netcom.com](mailto:blairelf@ix.netcom.com)

**Brian Doyle (factory rep)** [brian.C.doyle@dartmouth.edu](mailto:brian.C.doyle@dartmouth.edu)

## Fleet Contacts

If you are still the rep and have changed telephone numbers or are interested in taking over the fleet, please e-mail Karen Renzulli at [kerdart@aol.com](mailto:kerdart@aol.com)

**Fleet 1** Buzzards Bay, MA Chip Johns 401-683-0960,  
[chip@teamvanguard.com](mailto:chip@teamvanguard.com)

**Fleet 3** Bristol, RI PJ Schaffer 401-254-8959

**Fleet 8** Miami, FL Mark Powell 305-856-0039, [powell@aoml.noaa.gov](mailto:powell@aoml.noaa.gov)

**Fleet 11** Morehead City, NC Roger Mays 252-222-0434,  
[rmays52@yahoo.com](mailto:rmays52@yahoo.com)

**Fleet 13** Cleveland, OH Doug Shilladay 330-929-1887

**Fleet 18** Manhasset Bay, NY Jerry Morea 516-944-9790

**Fleet 19** Noroton, CT Gavin Watson 203-866-4581

**Fleet 20** Cedar Point, CT Chris Johannessen 203-254-1315  
[chrisj@atlanticsail.com](mailto:chrisj@atlanticsail.com)

**Fleet 39** West Yarmouth, MA Barry Sturgis 508-778-9187

**Fleet 43** Chicago, IL Mel Levy, 312-860-1710  
[breezemel@aol.com](mailto:breezemel@aol.com)

**Fleet 45** Boston, MA Francis Blesso 617-739-0274  
[blesso@ix.netcom.com](mailto:blesso@ix.netcom.com)

**Fleet 47** Falmouth, MA Rob Richards [rrichards@polyfoam-corp.com](mailto:rrichards@polyfoam-corp.com)

**Fleet 48** Hampton/Virginia Beach, VA Tina Hazard 757-498-1575, [willkester@prodigy.net](mailto:willkester@prodigy.net)

**Fleet 49** Houston, TX John Goddard 281-471-3103 [jongoddard@worldnet.att.net](mailto:jongoddard@worldnet.att.net)

**Fleet 50** Larchmont, NY Chad Corning 914-833-8656, [corning@cloud9.net](mailto:corning@cloud9.net)

**Fleet 51** Oyster Bay, NY Peter Johnson 516-922-4829

**Fleet 52** Winnetka, IL Dave Abbott 847-564-8722,  
[david.abbott@sap.com](mailto:david.abbott@sap.com)

**Fleet 53** San Francisco, CA Scott Sellars 415-563-7283, [sellers@spcap.com](mailto:sellers@spcap.com)

**Fleet 55** Columbia YC, IL Allan Teske 773-233-1336  
[ateske821@aol.com](mailto:ateske821@aol.com)

**Fleet 56** Lake Geneva, WI Ed Libby 708-544-7970  
[osp83@aol.com](mailto:osp83@aol.com)

**Fleet 57** Sarasota, FL Doug Fisher [ullfl@mindspring.com](mailto:ullfl@mindspring.com)

**Fleet 58** Tampa, FL Bill Edgar 813-286-7767  
[RacinSail@aol.com](mailto:RacinSail@aol.com)

**Fleet 59** Annapolis, MD Polly Gibbons-Neff 410-263-2484 [tscannapolis@worldnet.att.net](mailto:tscannapolis@worldnet.att.net)

**Fleet 60** West Palm Beach, FL Liz Brooks 561-687-4904 [westpalmv15@yahoo.co](mailto:westpalmv15@yahoo.co)

# Grand Prix Final Results

1. Charlie Siegal . . . . .145	44. Brian Savery . . . . .52	89. Zach Conrad . . . . .30	130. Garrett Holmes . . . . .15
2. Karen Renzulli . . . . .144	46. John Bainton . . . . .51	89. Polly Gibbons-Neff . . . . .30	130. Chris Noll . . . . .15
3. Jonathan Winslow . . . . .134.5	47. Steve Bourdow . . . . .50	89. Dave Johnson . . . . .30	130. Matthew Soldo0 . . . . .15
4. Larry Ehrhardt . . . . .132.5	47. Ted Robertson . . . . .50	89. Jay Rhame . . . . .30	136. Ethan Brown . . . . .14
5. Stuart McNay . . . . .128	49. Michael Kalin . . . . .49	93. Tommy Meric . . . . .29	137. Brent Creelman . . . . .13.5
6. Brendan Shattuck . . . . .126	50. Chris Lund . . . . .48.5	93. Hartley Meric . . . . .29	137. Rob Dailey . . . . .13.5
7. Peter Horsch . . . . .100.5	50. Gaelen Phyfe . . . . .48.5	95. Brian Zimmerman . . . . .28	137. Peter Lane . . . . .13.5
8. Alex Ross . . . . .99	52. Nick Adamson . . . . .48	96. Forbes Durdin . . . . .27	140. Kippy Bolz . . . . .13
9. Charlie Enright . . . . .96.5	52. Tyler Doyle . . . . .48	96. Chris Perriello . . . . .27	140. Paul Whitesides . . . . .13
10. Matt Rogers . . . . .96	52. Ted Ferrarone . . . . .48	98. Kai Skranla . . . . .26	142. Brian Danaher . . . . .12
11. Sam Rogers . . . . .95	52. Dan Lawrence . . . . .48	99. J. Steven Senneff . . . . .25.5	142. Ben Jarashow . . . . .12
12. Geoff Becker . . . . .93.5	56. Thomas Kent . . . . .47.5	99. Ken Turnbull . . . . .25.5	142. Roger Mays . . . . .12
13. Alan Finkelstein . . . . .90	56. Dave Perkowski . . . . .47.5	101. Robert Reiser . . . . .25	142. Carter McMahan . . . . .12
14. Brandon Wall . . . . .89.5	58. Will Graves . . . . .46.5	102. Doug Nugent . . . . .24	142. Mac McDevett . . . . .10.5
15. Thomas Allison . . . . .87	58. Michael Nunes . . . . .46.5	103. Jay Palace . . . . .23.5	146. CR John Audley . . . . .9
16. Duffy Markham . . . . .86	60. Chris Ashley . . . . .46	104. Thatcher Spring . . . . .23	147. Brandon C. Cairnes . . . . .9
17. Mike Buckley . . . . .85	61. Tim Fallon . . . . .45	105. David Byron . . . . .22.5	147. Bill Wiggins . . . . .9
18. Justin Morel . . . . .81	61. Scott Sellers . . . . .45	106. Howard Cromwell . . . . .22	150. John Mullane . . . . .8
19. Brent Janson . . . . .80	63. Andy Herlihy . . . . .44	106. Charlie Fox . . . . .22	150. Billy Richnow . . . . .8
20. Mike Devlin . . . . .76.5	63. Tom Loutrel . . . . .44	108. Jon Goddard . . . . .21.5	152. Cornelius Geer . . . . .7.5
21. Meghan Boardman . . . . .76	65. Adam Bennett . . . . .43.5	108. Megan Mulhern . . . . .21.5	153. Tim Broadhead . . . . .7
22. Matt Allen . . . . .72	65. John Alden Meade . . . . .43.5	110. Mike Murison . . . . .21	153. Ryan Thorvaldsen . . . . .7
23. Andrew Buttner . . . . .71	67. Danny Pletsch . . . . .43	110. Fletcher Perkins . . . . .21	155. Peter Crumley . . . . .6
24. Teddy Rave . . . . .70	68. Anthony Kotoun . . . . .42	110. Joe Pitcavage . . . . .21	155. Todd Edwards . . . . .6
25. Kyle Welch . . . . .68	68. Jane & Mike O'Connor . . . . .42	113. Kate Sheahan . . . . .20	155. Beth Holland . . . . .6
26. Sarah Skeie Adams . . . . .67.5	70. Josh Adams . . . . .40.5	114. Kara Forman . . . . .19.5	158. Paul Stravley . . . . .5
27. Ezra Smith . . . . .65	71. Aubrey Mayer . . . . .40	114. Bart Leake . . . . .19.5	159. Geoff Handsfield . . . . .4.5
28. Seth Siegler . . . . .64	72. Jon Baker . . . . .39	114. Streett Silvestri . . . . .19.5	159. John Rouse . . . . .4.5
29. David McBrier . . . . .62	72. John Horsch . . . . .39	117. Andrew Franklin . . . . .19	161. Cole R. Hexel . . . . .4
30. Ryan Glaze . . . . .61	72. Alan Uram . . . . .39	117. Chris McGuire . . . . .19	161. Christine Jurczak . . . . .4
30. Robbins . . . . .61	75. Adam Lowry . . . . .37.5	119. Shannon Bush . . . . .18	163. Scott Diamond . . . . .3
30. Mark Teborek . . . . .61	76. Justin Assad . . . . .37	119. Bill Faude . . . . .18	163. Tim Jansen . . . . .3
33. Brent Marsden . . . . .60.5	76. Gregg Plunkett . . . . .37	119. Craig Fidler . . . . .18	163. Nathalie Mulhern . . . . .3
34. Graeme Woodworth . . . . .60	76. David Siegal . . . . .37	119. Avery Patton . . . . .18	166. Julia LouisBaker . . . . .2
35. Mason Woodworth . . . . .59	79. Matthew Sessions . . . . .36	123. Ben deBoisblanc . . . . .17	167. Robert Danforth . . . . .1.5
35. Garrett Woodworth . . . . .59	80. Krysia Pohl . . . . .34.5	124. Gregory Dawe . . . . .16.5	167. Todd Johnson . . . . .1.5
37. Francis Blesso . . . . .58	81. Steven Hallowell . . . . .34	124. Andy Kaplan . . . . .16.5	167. Stephen Kabler . . . . .1.5
38. Christopher Palmisano . . . . .57	82. Ethan Robbins . . . . .33	124. Stefan Larson . . . . .16.5	167. Jason Shell . . . . .1.5
39. Richard Birkett . . . . .56	82. Cary Siegler . . . . .33	124. John Worcester . . . . .16.5	167. Oliver Waite . . . . .1.5
39. Colin Merrick . . . . .56	82. Shane Wells . . . . .33	128. Martin Krafft . . . . .16	172. Tom Miller . . . . .1
41. Daniel Litchfield . . . . .55	85. Brandon Cook . . . . .32	128. Dave Phillips . . . . .16	172. David Renton . . . . .1
42. Tim Herzog . . . . .53.5	85. GW Killory . . . . .32	130. Chad Corning . . . . .15	
43. Marcus Coe . . . . .53	87. Brock Callen . . . . .31	130. Shannon Galway . . . . .15	
44. Brad Funk . . . . .52	88. Mark Powell . . . . .30.5	130. Stanley Hassinger . . . . .15	



**REAR 139 EASTMAIN STREET  
GLOUCESTER, MA 01930  
(978) 281-3200**

## TEAM VANGUARD

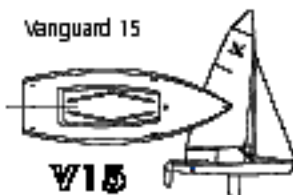
**OPTIMIST DINGHIES    LASERS    CLUB 420S  
AND  
VANGUARD 15S!**



## Vanguard sailors aren't just in it to win. They're in it for life.

One Design competition. It's what sailing is all about. No variables except the wind, water, and your ability to squeeze every last ounce of performance out of your Vanguard. Our boats are crafted to exact class specs and are raced around the world in class regattas, college competition, and Olympic-class events. So whatever challenge you're up for, Vanguard makes a boat that will keep you in the race. And out in front. Vanguard Sailboats. Out in front.

Vanguard 15



# Regatta Results

## Nationals

The 2001 U.S. Vanguard-15 National Championship was contested at Houston Yacht Club, Texas. Fifty five boats competed in twelve races over three days of very close racing in medium breeze of 6-12 knots. The Championship was won by local sailor Kevin Funsch and Watt Duffy edging out Bruce Mahoney and Nathalie Mulhern in second place and Luther Carpenter and Elizabeth Duett in third. Kevin and Watt are the first team to win the V15 Nationals twice, winning the Championship in Chicago in 1999.

—Jonathan Goddard


## Results

1. Kevin Funsch/Watt Duffy 50; 2. Bruce Mahoney/Nathalie Mulhern 53  
3. Luther Carpenter/Elizabeth Duett 62; 4. Mattia D'Errico/Ann Graham 74; 5. Christian Gambel/Allan LeBlanc 75; 6. Steve Bourdow/Brady Mears 90; 7. Matt Schubert/Lori Plumb 102; 8. Alex Ascencios/Charlie Smythe 106; 9. Brent Marsden/Genny Tulloch 127; 10. Ryan Glaze/Jana Almquist 133; 11. Alex Ross/Molly Curtis 134; 12. P.J. Schaffer/Karen Renzulli 141; 13. Zachary Fanberg/Sarah Taylor 148; 14. John Kolius/Howard Bentley 148; 15. Jake Scott/Jen Doreck 155; 16. Larry Ehrhardt/Veronica Perrier 162; 17. Matt Rogers/Lauren Giles 164; 18. Farley Fontenot/Molly Fontenot 185; 19. Keith Andrews/Katherine Smith 196; 20. Pierce Owens/Stacey Roberts 197; 21. Stu Saffer Rebecca K 203; 22. Gilly Chamberlin/Kippy Chamberlain 222; 23. Brenc Bedwell/Christian Noll 235; 24. Brandon Cook/Barbara Brownback 262; 25. Mel Levy/Sue O'Neil 264; 26. Dave Kirkpatrick/Kate Hewson 277; 27. Tommy Meric/Hartley Meric 280; 28. Wulf Focke/Tre Banks 297; 29. Ted Ferrarone/Erin Ferrarone 299; 30. Terry Flynn/Nancy Flynn 302; 31. Greg Plunkett/Mike Jones 312; 32. Lawrence Frost/Charles White 320; 33. Brian Shores/Rachel Marsden 332; 34. Roy Shaw/Susan Lundgren 341; 35. Steve Senneff/Justin Bandamer 342; 36.

**A great job makes where you live that much better.**

Visit BostonWorks.com and access thousands of the best jobs at companies throughout greater Boston. You can post your resume so employers can check you out, read insightful features on job market trends, even get expert career advice to help with your search. A new job is waiting for you here.

**BostonWorks.com**  
Combining the power of The Boston Globe boston.com



**Reasons to live in Boston (according to the Boston Globe): V-15s, practicing on the Charles River last summer.**

Casey Lambert/Mike Virhe 368; 37. Tom Kent/Mary Bruecker 377; 38. Shannon Bush/Frank Donnelly 404; 39. Ben deBoisblanc/David Jones 419; 40. Marly Krafft/Kathy Krafft 428; 41. Ross Ward/Shawn Dougherty 454; 42. Jon Goddard/Megan Mulhern 457; 43. Jay Palace/Susannah Carr 462; 44. Carter McMahan/Elizabeth Denman 465; 45. Michael Byrne/Charles Shade 480; 46. Michael Quinn/John Grafza 486; 47. Eric Ellis/Nick Maudlin 493; 48. Bill Richnow/Kristy Lugert 494; 49. Jay Bush/Letha Broadhead 513; 50. Robert Brann/Lisa McBride 520; 51. Andy Buckingham/Timothy Jansen 521; 52. Brad Bain/Diane Jamail 524; 53. Mary Brown/Charles Milby 529; 54. Sandy Turner/Julie Baker 539; 55. David Sinclair/Leigh Sinclair 555

More results on the class Web site: [www.v15.org](http://www.v15.org)

## Layline's New Technical Sailing Shirts



*Finally!* **A technical sailing shirt which can be printed. Our shirts are made of a fabric that has the looks and comfort of cotton but "wicks" away moisture.**



**LAYLINE.COM**

or call us for details at

**1-800-542-5463**

**The Latest and The Best, Shipped Out Fast, 100% Guaranteed**

Name	combined weight	Shroud position(s) and tension
Kevin Funsch/Watt Duffy	315	Raked ½ hole forward of light air setting for entire regatta (2 holes down in the back) Played jib halyard to match chop and velocity
Bruce Mahoney/Nathalie Mulhern	267	3 holes down in front (21'7") to 4 holes down in back (21'1½") Leeward shroud 4" slack to almost no slack in overpowering
Luther Carpenter/Elizabeth Duett	283	Almost all races at 7.5 (21'8") (stamaster), two races at 7.0, two races at 8.0 Leeward shroud 2" slack to no slack
Mattia D'errico/Ann Graham	310	All races at 3 holes down in back (lightest air setting) Leeward shroud 6" slack to 2-3" of slack
Christian Gambel/Allan LeBlanc	300	½ hole below light air setting for entire regatta Leeward shroud 4-5" slack to barely moving in breeze

stay sag.

Number two was a theme of patience and keeping the big picture in mind. This was a big weakness of mine in college, so I really focused on stepping up this part of my sailing. My approach was conservative, but aggressive when needed.

Number three was to avoid the pack, the 8-to-20 zone in each race. I really focused on front row starts, lots of ducking when I was in traffic, and generally anything that would preserve a clean lane. I also set an early goal of sailing a clean event with no penalties, circles, or OCS."

*Luther Carpenter:* "The first was we had a perfectly prepared boat. Most people laugh at the idea of worrying about working on your V15, but I'm serious about making the centerboard/trunk fit perfect, hull and blades nick free and smooth, and weight to a minimum in every possible area.

Our second area of focus was to put more time in the boat than anyone. I'm a speed freak, and wanted to be the fastest upwind, but also wanted to be able to stay confident and fast even when things got dicey. For me, spending the time on the water beforehand allowed my automatic pilot skills kick in when needed. We also knew that our boat handling would need to be very focused in practice, so we worked a lot on starting skills, and the two basic racing maneuvers—tacking and gybing.

The third area that we excelled was lane selection on the beats, and vision up the course for the next puff. We sailed away from the fleet as much as possible, and let our speed move us up the course, and then focused on proper lay line management at the top."

*Mattia D'errico:* "I had a new boat with all the new goodies. New sails, tapered mainsheet and jib sheets. It felt great!

I also went directly to the tuning guide on the web site, and set my boat up exactly off of that. That gave me a lot of confidence to just focus on racing.

The third thing I did was start well so that opportunity was available early in the race."

*Christian Gambel:* "We had great boat speed upwind, in fact I don't ever remember anyone feeling faster than us except Kevin and Watt once on a heavier beat. We got off the line a very large percentage of the time, enabling us to make any move we wanted. We strived for smart lanes whenever possible."

## 2. How did you approach the starting line strategy? What percent of your starts were good? What mistakes did you make on the line?

*Kevin Funsch:* "Eighty-five percent of our starts were good. I suppose you could call our starting strategy an aggressive conservative approach. Starting has been one of our

strengths so we weren't afraid to start at the ends in traffic. However, we wanted to ensure we could play the shifts and have a lane. So, we started at the boat even if the pin was slightly favored so we could be free to tack out to the right if we had a bad start or if we got a header. We tried to be set up on the line one minute before the start so we could be certain we were on the front row with a hole to leeward. A few times I drifted up to the line too soon and didn't leave enough room to accelerate at the start."

*Watt Duffy:* "The start is all about the sag. Most of the time sailors sag off the line because they do not have the boat handling skills it takes to go full speed in 2 lengths. We do so we poke out in front and challenge the group to join us. At 3 sec. we start and the speed is up by 2 sec. This leaves a lot of clean air and a wake of sailors in the bads."

*Bruce Mahoney:* "I started very poorly at first. It took me a few races to get back into big fleet mode and used to using line sites. I had 2/5 good starts on Friday, 5/5 on Saturday, and 2/2 decent starts on Sunday.

I stayed away from the ends, only starting at the pin once. The line seemed just long enough for most of the series, which made us set up with 1 minute to 45 seconds. If we came in later than 30 seconds, it was too late."

*Luther Carpenter:* "I knew that our success in the regatta would come down to my ability to get us off the line. I'd give us a rating of par for the event, starting well about 60 percent of the time.

We set up well, had good boat handling for our hole, but when things went sour, it was always with 20-15 seconds to go. We were victim of the panicked late ambusher from behind three times. I didn't have a good vision for these guys, and once they come crashing in and lock rails with you, there is nothing you can do.

Our good starts were in the middle of the line, and all about beating the leeward boat in trimming in. We generally trimmed at 12 seconds to go, and counted on a large amount of sag on the line. The mixed talent make-up of the fleet generally set the stage with a lot of line sag, with a few random rookies getting caught too close to the line or over."

*Mattia D'errico:* "I found the starts to be like a mild Laser fleet. I didn't feel people were very aggressive. Most of the time I was able to do what I wanted. I had 10/12 good starts.

My most common mistake was judging time & distance, acceleration & deceleration. I tried really hard to put us in starting positions where I would not be crushed if I were a second or two early or late.

*Christian Gambel:* I started near the boat end almost every time. I really liked the right side of the course early, and felt

that a lot of the time the boat end was slightly favored. 9/12 of my starts were good.

I felt that setting up with 1 minute or more was critical, and focused on keeping the boat flat while holding position. Too many people out there are heeled one way or the other while trying to maintain position in their hole.

My early mistakes were that after a bad start, I didn't fight aggressively enough to get a clear lane.

**3. Double-handed sailing stresses the importance of teamwork in a very unique way. Share with us the system that you and your teammate used for success.**

*Watt Duffy:* My role is to have flawless boat handling, perfect conditioning, and to be the eyes for our boat on the course. These boats need a crew that can look around and do tactics for the skipper. The driving is so important that the skipper should be at least 80 percent boatspeed.

*Bruce Mahoney:* Nathalie worked on keeping me calm. I felt that I really needed to focus on speed, so I asked Nathalie to keep looking around, and report on the boats, the shifts, the puffs, the marks—she just kept painting me the picture. I tried to keep her talking by not letting a period of more than 30 seconds go by without asking her what things looked like.

I also encouraged her to tell me when she was unsure about what to report, and that prompted me to take a look. Too many times the crew is afraid to make a call because they fear they are seeing it wrong, so we shared duties when it was hard to read."

*Luther Carpenter:* "Elizabeth is the kind of crew that quietly gets the job done 100 percent. She focuses on boat speed a

very large percentage of the time, by adjusting weight and jib sheet, and listens to my feedback on how the boat feels. We like to try and get her hiking first, so my vision is clear, and I can make the subtle weight changes as required.

The boat goes through a lot of transition in speed and acceleration, so coupling that with accurate hiking and power is critical to upwind speed. We spend most of our time talking about each puff and how much hiking power to expend."

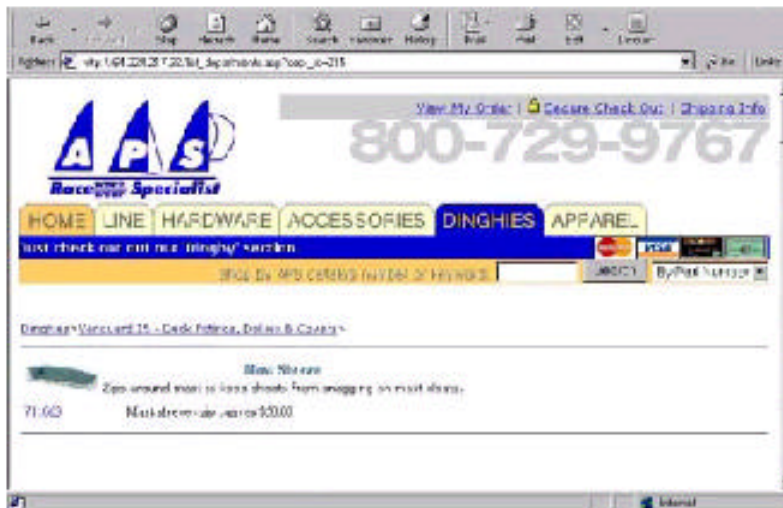
*Mattia D'errico:* "Ann did exactly what I told her to do the entire race. Seriously, Ann sails focused and with a purpose ((going fast and kicking ass)) She kept me focused in the here and now ( she is a boat speed freak ). She makes sure we are always going as fast as possible. I had to sneak peaks and make sure we were going some what the right direction and the rest of the time I just held on for dear life while Ann sailed the boat. Ann and I have sailed for a year together so were used to each other and everything flows easily. I'm sure we have a different style of teamwork and communication but it works great for us and that's what counts."

*Christian Gambel:* "Allan was extremely calm no matter what our situation was. He hikes incredibly hard, which makes things easy on me. His boat handling is really emphasized by him thinking ahead and having great anticipation and preparation for our next moves."

**4. The conditions were almost the same ever yday. How did you setup your rig for optimum speed? Did you discover anything about speed in that condition that you did not realize before?**



Any and everything V15 online



**[www.apsltd.com](http://www.apsltd.com)**

*Kevin Funsch:* “I guess I already answer this one in the first question.”

*Watt Duffy:* “The rig stayed the same all weekend. Two holes down in the back with the mast in the ‘normal’ setting. I like this because it causes the mast to poke to leeward at the spreaders making the main fat and overpowered even in the lighter conditions.”

*Bruce Mahoney:* “We were light, so we tended to rake a bit more than some of the other teams when we were overpowered. I was nervous about my pointing ability before the regatta, but had three solid days of practice during the week leading up to the regatta, and solved our concerns.

I found that headstay sag was key to refine power and speed through the chop, and spent a fair amount of pre-start time getting the tension just right. I liked to have good control over headstay sag with the mainsheet. I set my split mainsheet traveler so that the split was just below the aft boom block. I felt that gave us a bit more of a downward force and allowed for slightly earlier tensioning on the headstay.”

*Luther Carpenter:* “Like everyone else, I came away from the event learning that the shroud position lived in generally the same place, but slight changes in tension really determined speed and height. I’ve leaned towards being one of the tighter and more raked forward boats in my V15 career, and have rarely been a fan of the swinging leeward shroud. But the 8 to 13 knots seemed ideal for sag, and we could have been faster if I would have clued in earlier.

Perhaps one of my problems was that we ruled upwind the first day. We were quite fast and high, and pulled ourselves out of trouble many times to end up with great scores. I knew the shroud setting after that day, but had set the tension on a more ‘feel setting,’ that was hard to re-create the following two days.

One of the most interesting things I learned at the Nationals was the difference in modes you needed to sail in different locations of the fleet. When we were caught in the middle of the fleet, it was all about pointing—keeping the sails trimmed in hard, playing the main just a small amount, steering super accurately, and sometimes heeling for a little more feel. When we were at the top of the fleet, it was easy to sail in a faster forward mode, keeping the boat flat, working through more mainsheet range, and putting the bow down when needed. That all sounds basic, but I didn’t do a very good job of making the transition later in the series. I found myself continuing to point and heel even when things were wide open to rip.

The final lesson I learned was that pulling on main cunningham in the 13-knot stuff was quite fast.”

*Mattia D’errico:* “Due to our weight we focused on getting as much raw horsepower as possible. We kept our pins in the light air setting and played our jib halyard to the varying chop.”

*Christian Gambel:* “Like I said, I was very psyched about our speed, and didn’t feel we were giving up anything to anyone upwind. I thought that tension was very important, and went from a few inches of leeward shroud dangle, to almost none if the breeze came up.”

## 5. How important was downwind speed and strategy to your

## regatta? What did you think was important about going fast on the reaches?

*Kevin Funsch:* “At this regatta I don’t think downwind speed or strategy was a major factor. We mostly sailed reaches in light to moderate air and it was difficult to pass or lose more than a couple boats. I think really focusing on steering the waves was the most important element to going fast on the reaches.”

*Watt Duffy:* “The reaches are all about the waves...look for the holes and make sure the skipper keeps the boat in them. Also watch the main. Your head is looking at the jib, the main is right there. Put tell tails on the main and make sure the skipper knows if the trim is right; this allows the skipper to keep looking at the waves.”

*Bruce Mahoney:* “I felt our speed was good, but with our light weight, I was surprised it was never blazing fast. We were very careful with the Jury yellow flags on the first day, and through much of the event until the last day when things loosened up.

I was concerned that we might have been a little too light to effectively ooch with Nathalie only weighing 100 pounds. Our light weight of 265 felt great the first day in the slightly lighter wind.”

*Luther Carpenter:* “Since we did almost all reaching, I looked at the strategy as maintaining status quo, and pulling out from the pack. We went low almost every time, mostly to demonstrate to the boats next to us that we should get some breathing room for the next beat. We lost a boat here and there, but usually gained a few boats on the next beat.

We were yellow flagged in the first two minutes of the first reach of the first race, so I was really nervous about sailing the rest of the series with the chance of getting my second penalty. The regatta demanded consistent sailing without chalking up throw-outs, so no matter where we were, we had to be careful to not pick up another yellow flag.”

*Mattia D’errico:* “I didn’t think downwind speed was as important as upwind speed. The reaches were mush like big parades. Surfing stern wakes were key. I tried to prioritize the leeward wake when possible, but did plenty of crossovers if that was not working.”

*Christian Gambel:* “I didn’t feel we were ever super fast, but also didn’t think it was super critical at all.”

## 6. What did you see less experienced teams doing that could be improved on?

*Kevin Funsch:* “Healing too much going upwind. It feels terrible, but sailing the boat flat is fast.”

*Watt Duffy:* “Work on conditioning.”

*Bruce Mahoney:* “Bad starts. Not pulling the trigger. They need to anticipate the crowd. Not working the boat in chop enough. Not playing the main enough. Even in the light air, my shoulders were sore from working my body and the main a lot.”

*Luther Carpenter:* “The two major ones are not trimming in

soon enough at the start, and sailing too heeled upwind. At the start, your *main* objective should be to trim before your neighbor. Dust him before he even has a chance. It will be ok—you might get an OCS from time to time, but I bet not.

Look at the National champion's advice: sail the boat flat. Play your weight and sails to *keep* it flat. Only heel if absolutely necessary, and be disciplined about flattening again. If it is hard to keep the boat flat, look for some tuning answers quickly. Also remember that 'feel' is not just a gentle tug on the tiller. It is the sensation of acceleration, power in your legs, tension on mainsheet, wind in your face. When you are hooked up, the helm should be totally neutral, or in the case of the v15, no feel at all."

*Mattia D'errico*: "I think the fleet could use some more boat handling. Boathandling = Speed. The difference in speed was HUGE between the front pack and the back pack. I believe the easiest way to pass somebody is to just go faster. Better boat handling usually allows better starts too."

*Christian Gambel*: "Getting off the line is the biggest issue. They need to be able to hold position more effectively, especially in the high mode. The biggest culprits for the fleet are sliding to leeward too fast, and going backwards."

#### 7. What are some of the new goals that you will take away from the Nationals experience?

*Kevin Funsch*: "To find a new crew. Watt smells like a dung heap and his tendency to harass other people's crews is getting out of control."

*Watt Duffy*: "For the V-15 it will be to train even harder so

the next nationals might mean two in a row."

*Bruce Mahoney*: "Win next time! Actually, I'd like to pursue some high-end sailing like on an America's Cup boat."

*Luther Carpenter*: "I'd like to give the Midwinter's a try. My specific goals would be to improve off the line, especially with blocking out latecomers and pulling the trigger early.

I also strive to improve fitness by quite a bit. I was in pretty decent shape for the Nationals, but two weeks later, I'm already in even better shape. Bruce sailed so much flatter than the rest of us it was embarrassing. It was part psychological, part physical—I'm not going to have that problem again.

On the speed side of the equation, I need to track tensions more carefully, and be more open to the slack leeward shroud style of sailing."

*Mattia D'errico*: "I'm trying to sell a Beneteau 65 so I can go to the next event. No real goals, but I did want to say that the fleet camaraderie really got me excited about racing. I had a great time and can't wait till next time."

*Christian Gambel*: "Well I didn't go with a lot of expectations, so I'm not coming away with many goals. I suspect that the fleet could be tougher at the Midwinter's, so I'm excited to go down there and give that one a try."

# Guck, Inc.

## Championship Winning Boat Work

by Lars Guck, Peter Alarie, and Prescott Cronin

### Trusted by V-15 Class Champions:

Alarie, Collins, Fallon, Guck, Leonard, McDowell, Merrick, Wadlow, Woodworth, Zani, and Ziegler! Add your name to this list!

### Expert V-15 Repairs and Performance Mods:

- Centerboard Trunk Repairs and Shimming
- Rail Splits and Crash Damage
- Stringer Rebonding (hear that "oilcan" noise?)
- Blade Fairing/Refinishing
- Mast Step Rebuild

Visit our web site:  
[www.guckinc.com](http://www.guckinc.com)  
email: [alarie@ici.net](mailto:alarie@ici.net)

19 Burnside Street  
Bristol, RI 02809  
(401) 254-5090 phone  
(401) 254-5092 fax

**KI** Kinder Industries  
QUALITY MARINE CANVAS MANUFACTURERS

SPECIALIZING IN  
**Vanguard 15**

**HULL/BOTTOM COVERS**  
**TENT COVERS**  
**DECK/TOP COVERS**  
**ROAD READY TOP COVERS**  
**MAST BAGS**  
**BLADE BAGS**

BRISTOL, RHODE ISLAND  
30 BURNSIDE STREET  
**401-253-7076** PHONE/FAX  
[www.Kinder-Industries.com](http://www.Kinder-Industries.com)

## Vanguard 15 Class Association Membership Application

To skipper in any Vanguard 15 Grand Prix or Championship event, vote, receive newsletters and other information, you must be a member of the class.

Please send completed form and check to:

Vanguard 15 Class Association, PO Box 425609, Cambridge, MA 02142-0012

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (HOME) \_\_\_\_\_ (WORK) \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_ SAIL # \_\_\_\_\_

Please do not release my name for anything except Notices of Race

Check one:

Membership: \$15. Includes all publications, helm and voting privileges

Vanguard 15 Class Association  
PO Box 425609  
Cambridge, MA 02142-0012

TO: